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**NYC Airports Take New Steps to Fight Bird Hazards (Correct)**

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By Chris Dolmetsch

Jan. 22 (Bloomberg) -- The Port Authority of New York and New Jersey plans to install bird-detecting radar at its three major airports following the emergency landing of a commercial jetliner in the Hudson River last week.

The radar, which would be able to track flock movements and allow controllers to warn pilots, is an effort to expand an authority program to keep birds from interfering with air traffic.

“The radar is very much like radar that’s been used for 50 years for guiding air traffic control of planes, except in this case it’s a very finely tuned radar that can detect very small objects that are flying in space, like birds,” the authority’s aviation director, [William DeCota](#), told reporters after an agency meeting in Manhattan today.

The pilot of a [US Airways](#) Group Inc. flight from LaGuardia Airport to Charlotte, North Carolina, reported a bird strike before setting his plane down in the Hudson on Jan. 15. None of the 155 people aboard was seriously injured.

Inspectors found “organic material” and a feather on parts of the plane, supporting the pilot’s account, [the National Transportation Safety Board](#) said yesterday.

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The authority said it plans to install and test its first bird-detecting radar system at John F. Kennedy International Airport and expand it to LaGuardia and New Jersey’s Newark Liberty International if it proves successful.

The Federal Aviation Administration has been testing the system at Seattle-Tacoma International Airport and Chicago O’Hare International Airport in a program directed by the FAA’s [William J. Hughes Technical Center](#) in Atlantic City, New Jersey.

The equipment being tested is made by privately held [Accipiter Radar Technologies Inc.](#) of Pelham, Ontario, said Port Authority spokesman [Pasquale DiFulco](#). Accipiter has also installed its radar systems at U.S. military bases, according to the company.

“The use of sophisticated bird-tracking radar enables wildlife-control personnel to do many aspects of their job more quickly and thoroughly by providing the best possible knowledge of birds’ real-time and historical movements via wired or wireless networks to any location required, including mobile vehicles,” said Tim Nohara, chief executive officer of Accipiter.

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The Port Authority already works to control bird populations through methods including shooting, trapping and removing nests as part of a federally mandated wildlife mitigation plan.

LaGuardia has a particular problem because many of its natural features and man-made structures are attractive to birds for perching, and seagulls often laze on the edge of a pier that carries one of the airport's runways over the East River.

The airport has a 24-hour wildlife control program and another plan that focuses specifically on Canada geese, which live mostly on Rikers Island just north of the airport. Since 2004, the Port Authority has trapped and killed more than 1,200 Canada geese during an annual roundup at Rikers, DiFulco said.

Reported bird strikes have quadrupled nationally over the past 18 years, to 7,666 in 2007, according to the most recent figures compiled by the FAA. More than a third occur on takeoff, and about 60 percent occur during landing, the two most-dangerous phases of flight.

To contact the reporter on this story: [Chris Dolmetsch](#) in New York at [cdolmetsch@bloomberg.net](mailto:cdolmetsch@bloomberg.net).

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